

ESTABLISHED 1881

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Banks

LONDON-BANKERS:
(THE UNION OF LONDON AND SMITH
BANK, LIMITED.

THE Bank buys and sells and receives
Collection Bills of Exchange; issues
letters of credit on its Branches and correspondents in the East, on the Continent
Great Britain, America, and Australia,
transacts banking business of every description.

INTEREST ALLOWED.
 On Current Accounts **2 1/2** per annum on demand
 balance.
 Fixed Deposits **12 months 4 1/2** per annum
 " **6 do 4 1/2 do do**
 " **3 do 3 1/2 do do**
 " **1 do 3 1/2 do do**

J. L. VAN HOUTEN
 Agent.
 (Telephone, 2nd June, 1917).

(THE
GREAT TRANS-SIBERIAN ROUTE
TO EUROPE.)
HAVING been appointed AGENTS
for the above Company, we shall
be pleased to give any information as to rates
of passage, &c., in connection with above.
SHEWAN, TOMES & CO.
AGENTS
Hongkong 1st July, 1907.

Hong Kong, 30th September, 1907.

Hoekberg, and P. J. van der

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAN," 2,363 tons, Captain S. Bell Smith.
 "POWAN," 2,338 " " " H. I. Black.
 "FATSHAN," 2,260 " " " C. V. Lloyd.
 "KINSHAN," 1,995 " " " B. Branch.
 "HEUNGSHAN," 1,998 " " " R. D. Thomas.

Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted), 10 P.M. (Saturday excepted).
 Departures from CANTON to HONGKONG daily at 8 A.M. and 5 P.M. (Sunday excepted).
 The S.S. "POWAN" will leave Hongkong every Monday, Wednesday and Friday, at 9 P.M. from Queen Street Wharf West, returning from Canton every Tuesday, Thursday and Saturday, at 5:30 P.M.

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin Accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. HONGKONG-MACAO LINE.

S.S. "SUI-AN," 1,652 tons, Captain W. A. Valentine.
 "SUI-TAI," 1,651 " " " G. F. Morrison.

Departures from Hongkong to Macao on week days at 8 A.M. from DOUGLAS WHARF and at 2 P.M. from the COMPANY'S WHARF.
 On Sundays Special Cheap Excursions leaving Hongkong at 9 A.M. from DOUGLAS WHARF and from Macao at 5 P.M.
 The Company also runs a steamer from Macao on Sunday morning at 7:30 A.M. and from Hongkong at 1 P.M. from the Company's wharf.
 Departures from Macao to Hongkong on week days at 7:30 A.M. and 2 P.M.

CANTON-MACAO LINE.

S.S. "LUNGSHAN," 2,192 tons, Captain W. Reynolds. (At Dock).
 Departures from Macao to Canton on Monday, Wednesday, and Friday, at 9 A.M.
 Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 5 P.M.

JOINT SERVICE OF THE H.K. C. AND MACAO STEAMBOAT CO., LTD. THE CHINA NAVIGATION COMPANY, LTD. AND THE INDO-CHINA STEAM NAVIGATION COMPANY LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM," 1,888 tons, Captain J. Willox.
 "NANNING," 1,609 " " " Mackintosh.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 A.M., and the other leaves Wuchow for Canton on the same days at 8:30 A.M. Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—
 HONGKONG, CANTON & MACAO STEAMBOAT CO., LD.
 Hotel Mansions, (First Floor), opposite the Hongkong Hotel,
 Or of BUTTERFIELD & SWIRE,
 Agents, CHINA NAVIGATION CO., LTD.
 Hongkong, 12th September, 1907.

WEST RIVER BRITISH STEAMSHIP COMPANIES.

HONGKONG-WUCHOW LINE.

THE Steamers "LINTAN" and "SAN-UI" SAIL FROM HONGKONG TWICE A WEEK AND COMPLETE THE ROUND TRIP IN 6 DAYS. These steamers have excellent saloon accommodation, and are lighted throughout by electricity.

A TRIP ON THE WEST RIVER IS PARTICULARLY REFRESHING AND EXHILARATING DURING THE HOT WEATHER.

For further information apply to—
 BUTTERFIELD & SWIRE,
 AGENTS,
 WEST RIVER BRITISH S.S. COMPANIES.
 Hongkong, 9th August, 1907.

REGULAR HONGKONG-CANTON LINE OF STEAMERS

OF THE COMPAGNIE FRANCAISE DES INDES ET DE L'EXTREME ORIENT.

S.S. "PAUL BEAU," 1,900 tons, 14 knots.
S.S. "CHARLES HARDOUIN," 1,900 tons, 14 knots.

The speediest, most luxuriously appointed and punctual steamers on the line.
 Departure from Hongkong at 9:30 P.M. (Sundays excepted).
 Departure from Canton at 5:15 P.M. (Sundays excepted).

These superb steamers carrying the French Mail are fitted throughout with Electric Light and Fans and were specially built for this trade. Excellent cuisine.
 The Company's Wharf is at the end of Wing Lok Street (Tram Station).
 Canton Agents—Messrs. E. Pasquet & Co.
 For further particulars, please apply to—
 BARRETTO & CO.,
 Agents.
 Hongkong, 5th April, 1907.

IMPERIAL BREWING COMPANY, LIMITED.

PURE CREAM BEER.

For samples and prices please apply to

WINE GROWERS SUPPLY CO.,
BARRETTO & CO.,
General Agents.

Hongkong, 26th September, 1907.

Hotel.

KOWLOON HOTEL, HONGKONG.

NEEDS NO ADVERTISING.

World-Wide Reputation.
 The only First-Class Hotel in Kowloon.
 Most Charming and Popular Resort in the Colony.
 Electric Lights, Fans and Call Bells.
 Bath Rooms attached to Each Room.
 Telephone Address:
 "CHEF" HONGKONG.
 Telephone No. K4.

Unrivalled for Comfort and Cuisine.
 Thoroughly Up to Date with Every Modern Luxury.
 Billiards and Bowling-Alleys.
 Moderate Terms and No Extras.
 Modern Management.
 O. E. OWEN,
 Proprietor.
 (708)

Intimation.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK. Length inside 514 ft. Width of entrance, top 95 ft., bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

No. 2 DOCK. Length inside, 375 ft. Width of entrance, top 60.5 ft., bottom 45.8 ft. Water on blocks, 26.5 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating Derrick is capable of lifting 35 tons.

Steam Launches of Steel, or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 370, 108, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Edt.
Liebers, Snotts, A. 1, and Watkins.

Yokohama, May 13rd, 1905.

Mails.

NORDDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TO SAIL
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	"ROON" Capt. Meiners	About THURSDAY, 8th Oct., 1907.
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and HAMBURG	"GORDEN" Capt. Wilhelm	WEDNESDAY, Noon, 9th Oct., 1907.
MANILA, NEWGUINEA, BRISBANE, SYDNEY and MELBOURNE	"MANILA" Capt. Missen	THURSDAY, Noon, 10th Oct., 1907.
YOKOHAMA and KOBE	"PRINZ WALDEMAR" Capt. W. v. Senden	About THURSDAY, the 18th Oct., 1907.
KUDAT and SANDAKAN	"BORNEO" Capt. F. Sembill	Beginning of October, 1907.

For further Particulars, apply to

NORDDEUTSCHER LLOYD MELCHERS & CO.,

GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 26th September, 1907.

JAVA-CHINA-JAPAN LIJN.

REGULAR THREE-WEEKLY SERVICE BETWEEN JAVA, CHINA, AND JAPAN.

Steamer	From	Expected on or about	Will leave for	On or about
TJILIWONG	JAPAN	Second half Sep.	JAVA PORTS	First half Oct.
TJIBODAS	JAVA	Second half Oct.	JAPAN	Second half Oct.
TJIMAH	JAPAN	Second half Oct.	JAVA PORTS	Second half Oct.
TJIKINI	JAPAN	Second half Oct.	JAVA PORTS	Second half Oct.
TJIPANAS	JAPAN	Second half Nov.	JAVA PORTS	Second half Nov.
TJILATJAP	JAPAN	Second half Nov.	JAVA PORTS	Second half Nov.

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherland India Ports through Bills of Lading.

For Particulars of Freight and Passage, apply to

JAVA-CHINA-JAPAN LIJN.

Telephone No. 775.
YONG BUILDINGS, 1st floor,
Hongkong, 26th September, 1907.

Dentistry.

TSIN-TING.

LATEST METHODS OF DENTISTRY.
STUDIO AT NO. 14, D'AGUIAR STREET.
REASONABLE FEES.
Consults for Free.
Hongkong, 26th June, 1904.

Dr. M. H. CHAUN, THE LATEST METHOD

AMERICAN SYSTEM OF DENTISTRY
33, QUEEN'S ROAD CENTRAL,
From the University of Pennsylvania, U.S.A.
Hongkong, 16th April, 1905.

THE GYMKHANA.

The programme of the fifth meeting to be held at the Happy Valley, on Saturday, 5th inst. (weather permitting), is as follows:—
 Patron: His Excellency Sir Frederick Lugard, K.C.M.G., C.B., D.S.O.; His Excellency Vice-Admiral Sir Arthur W. Moore, K.C.B., K.C.V.O., C.M.G.; His Excellency Maj. Genl. R. G. Broadwood, C.B.; Commodore R. H. S. Stokes, R.N.
 Committee: The Stewards of the Hongkong Jockey Club (ex officio), The Hon. Mr. F. H. May, C.M.G.; Major Parker, Messrs. C. H. Ross, H. P. White, G. K. Hall, Bruton, D. Macdonald, and Captain Thompson.
 Judge: Mr. C. J. Ross.
 Handicapper: Major Parker.
 Clerk of Scales: Mr. H. P. White.
 Starter: Maj. Parker.
 Starter and Starter: Mr. J. Paterson.
 Time Keeper: T. S. Forrest.
 Hon. Sec. and Treasurer: Mr. R. F. C. Master.

1.—3.00 P.M.—GYMKHANA CLUB CHALLENGE CUP.—Distance one mile. For all China ponies. Catch weights at 10st, 6lb. Winners of an open race or open griffin race 5 lb. extra. Non-winning subscription griffins allowed 5 lb. Jockeys who have not won more than two official races in Hongkong, Shanghai or Tientsin allowed 5 lb. To be won by the pony scoring most marks in the races for the cup, counting 4 points for a first; 2 for a second; and 1 for a third. The benefit of marks already scored to pass with the pony on a sale. Any winner of the race to carry 5 lb. extra for each win in subsequent starts for the cup, but in the event of a pony carrying the penalty not winning, 2 lb. to be deducted next time he starts. Penalties accumulative up to 15 lb. Entrance fee of \$5 to go in the purchase of a memento to the winner of each race, and \$25 to second pony out of the Club funds. At the conclusion of the season a cup, will be presented by Commodore R. H. S. Stokes, R.N., to the owner of the pony obtaining the second highest number of marks.

Mr. Dryadus's Coxcomb, 140 lb.
 Mr. Godfrey Master's Astral, 146 lb.
 Mr. Godfrey Master's Blue Nile, 159 lb.

2.—3.30 P.M.—ONCE ROUND FLAT RACE.—For China ponies which have run and not won at gymkhana meetings this season. Weight for inches as per scale. Subscription griffins 1905-07 allowed 7 lb. Jockeys who have not won more than two official races in Hongkong, Shanghai or Tientsin allowed 5 lb. Entrance fee \$5. 1st prize: A cup presented, and prize: \$15. (Entrance fees to go to winner).

Mr. Bruton's Kingston, 155 lb.
 Mr. Bruton's Septima, 157 lb.
 Mr. H. B. L. Dowbiggin's No. 1, 145 lb.
 Mr. E. A. Hankey's Off Chance, 148 lb.
 Mr. E. Kadon's Manchuian Chief, 152 lb.
 Mr. Medico's Nigel, 142 lb.
 Mr. A. Morley's Southdown, 140 lb.
 Mr. Robert's Velocity, 152 lb.
 Mr. M. W. Slade's Zaptier, 155 lb.

3.—3.40 P.M.—LADIES' NOMINATION RACE.—Gentlemen to start dismounted at a given point. On the word "go" mount and ride over a paper "water" jump to their nomina-
 trices who will in the meantime have been given hats to trim. Gentlemen will dismount a little before reaching their nomina-
 trices. When hats are trimmed ladies will assist gentlemen to put them on. Gentlemen will then mount and ride home over a course which will be indicated, and which will include a paper hurdle and through a screen. Hats and trimming will be provided by the Club. Time limit for hat trimming 4 minutes. Points for pace and hat trimming. Hats must be worn when passing winning post and if dropped or knocked off in route must be picked up. Any competitor backing or siding his pony over or through any obstacle will be disqualified. Entrance fee \$5. First and second prizes presented by the Club. No whips or spurs allowed. Ladies are requested to provide their own needles and cotton. Post entries.

4.—4.10 P.M.—FIVE FURLONGS FLAT RACE.—HAR DICAR.—For all China ponies. Jockeys who have not won more than two official races in Hongkong, Shanghai or Tientsin allowed 5 lb. Entrance fee \$5. 1st prize: A cup presented by the Hon. Mr. H. Keswick, and prize: \$15. (Entrance fees to go to winner).

Mr. Bruton's Kingston, 152 lb.
 Mr. C. Paul Chater's Rust, 154 lb.
 Mr. W. C. Clarke's Lucifer, 146 lb.
 Mr. Dryadus's Coxcomb, 168 lb.
 Mr. Dryadus's Grey Tick, 152 lb.
 Mr. E. A. Hankey's Off Chance, 149 lb.
 Mr. Kadon's Manchuian Chief, 152 lb.
 Mr. Godfrey Master's Astral, 168 lb.
 Mr. G. E. Morell's Homicide (late Peard), 140 lb.
 Mr. Robert's Velocity, 141 lb.
 Mr. Ross's Minneh, 141 lb.

5.—4.30 P.M.—TENT PEGGING CHALLENGE CUP.—Presented by His Excellency Major General Broadwood, C.B. For China ponies. To be run for five times and to be won by the rider scoring most marks at the end of the season. Best of three runs at each meeting. Points for pace and style. Open to members of both services as well as to members of the Gymkhana Club. Winners of this event at the first two gymkhanas this season to count marks scored by them at this meeting towards aggregate only. Mementos presented at this meeting to be taken by riders scoring highest number, exclusive of winners at the first two gymkhanas meetings this season. Entrance fee \$5. A memento presented to the 1st and 2nd. Post entries.

6.—5.00 P.M.—ONE MILE AND A QUARTER FLAT RACE.—HANDICAP.—For all China ponies. Jockeys who have not won more than two official races in Hongkong, Shanghai or Tientsin allowed 5 lb. Entrance fee \$5. 1st prize: A cup presented by H. N. Medley, Esq., and prize: \$15. (Entrance fees to go to winner).

Mr. Bruton's Kingston, 152 lb.
 Mr. C. Paul Chater's Rust, 154 lb.
 Mr. W. C. Clarke's Lucifer, 146 lb.
 Mr. Dryadus's Coxcomb, 168 lb.
 Mr. Dryadus's Grey Tick, 152 lb.
 Mr. Godfrey Master's Astral, 168 lb.
 Mr. Godfrey Master's Blue Nile, 159 lb.
 Mr. Medico's Nigel, 142 lb.
 Mr. A. Morley's Southdown, 140 lb.
 Mr. Robert's Velocity, 152 lb.
 Mr. M. W. Slade's Zaptier, 155 lb.

To Let.

TO LET.
ONE FOUR-ROOMED HOUSE at PRATA EAST, near East Point.
Apply to—
JARDINE, MATHESON & CO., LTD.
Hongkong, 22nd June, 1907.

TO LET.
A HOUSE in KNOTSFORD TERRACE, KOWLOON.
Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
Hongkong, 1st October, 1907.

TO LET.
LARGE and SPACIOUS GODOWNS Nos. 9, 9a, 9b, 9c, and 10, PRATA EAST, formerly in the occupation of the Admiralty.
Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
Hongkong, 1st October, 1907.

TO LET.
HATHERLEIGH, Conduit Road.
No. 1, FIFON TERRACE, Bonham Road.
OFFICES in KING'S BUILDING and YORK BUILDING.
GODOWNS on PRATA EAST.
A HOUSE in CLINTON GARDENS, Conduit Road.
ATS in MORANTON TERRACE.

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
Hongkong, 1st October, 1907.

TO LET.
2ND FLOOR No. 12, QUEEN'S ROAD CENTRAL.
No. 35, CAINE ROAD.
AUCTION ROOMS, No. 2, ZETLAND STREET.
GREENCROFT, GARDEN ROAD, Kowloon, Redecorated, Electric Light, Tiled Court.
Nos. 1 & 2, FAIRVIEW, ROBINSON ROAD, Kowloon.

Apply to—
LEIGH & ORANGE,
1, Des Voeux Road.
Hongkong, 13th August, 1907.

TO LET.
HOUSE No. 2, ROSE TERRACE, Kowloon.
HOUSE No. 1, ROSE TERRACE, Kowloon, from 1st August next.
Apply to—
COMPRADORE,
Barretto & Co.
Hongkong, 24th July, 1907.

TO BE LET.
A 3 from 1st August next, No. 7, MESSRS. RISON HILL.
Apply to—
Messrs. JARDINE, MATHESON & CO., LTD.
Hongkong, 29th June, 1907.

Intimations.

THE HONGKONG STUDIO

HIGHER CLASS PHOTOGRAPHY.
41 & 43, QUEEN'S ROAD CENTRAL, TOP FLOOR.

PORTRAITS GROUPS and ENLARGING and COPYING in all styles.
LARGE SELECTION OF VIEWS ALWAYS ON HAND.
PRICE VERY MODERATE.
Hongkong, 16th September, 1907.

GREEN ISLAND CEMENT COMPANY, LIMITED.
PORTLAND CEMENT.

In Bags of 50 lbs. net, \$2.70 per Bag.
In Bags of 112 lbs. net, \$4.50 per Bag.
SHEWAN TOMES & CO., General Managers.
Hongkong, 2nd October, 1907.

Intimation.

WM. POWELL, LTD., ALEXANDRA BUILDINGS.

Children's Outfitting Dept.

DAINTY STYLES IN CHILDREN'S MILLINERY.

BOYS' COATS and TUNICS.

INFANTS' CLOAKS and PELISSES.

WM. POWELL, LTD., HONGKONG.

Consignees.

"INDRA" LINE, LIMITED.
NOTICE TO CONSIGNEES.

FROM NEW YORK VIA SUEZ CANAL.

THE Company's Steamship

"INDRAPURA"

having arrived from the above Ports. Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's hazardous and/or extra hazardous Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the goods are landed.

Goods not cleared by the 1st October, at 5 P.M., will be subject to rent.

No Fire Insurance will be effected by us in any case whatever.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claims will be recognised.

Optional Goods will be landed here unless instructions are given to the contrary before 12 o'clock Noon, TO-DAY.

JARDINE, MATHESON & Co., Ltd., Agents.

Hongkong, 25th September, 1907. [855]

HAMBURG-AMERIKA LINIE.

THE H. A. L. Steamship

"SUEVIA,"

Captain Selmer, having arrived. Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before TO-DAY.

Any Cargo impeding her discharge will be landed into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, and stored at Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 2nd October, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 1st October, at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE, Hongkong Office.

Hongkong, 25th September, 1907. [866]

S.S. "YARRA."

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London ex s.s. *Atreus* and *Charente*, in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon TO-DAY, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining undelivered after MONDAY, the 7th October, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 7th October, or they will not be recognised.

All damaged packages will be examined on MONDAY, the 7th October, at 3 P.M.

No Fire Insurance has been effected.

G. DE CHAMPEAUX, Agent.

Hongkong, 30th September, 1907. [111]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"POONA."

FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 6th prox., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees' and the Company's representative at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No claims will be admitted after the goods have left the Godowns.

E. A. HEWETT, Superintendent.

Hongkong, 30th September, 1907. [12]

SWATOW DRAWN WORK COMPANY,

38, WELLINGTON STREET.

Dealers in all kind of HAND-MADE DRAWN CHINESE LINEN, GRASS CLOTH, &c., all of the best quality;

ALSO

SWATOW BEST PEWTER-WARE.

CANTON EMBROIDERY and CHINESE LACES,

all from the best French patterns.

HONGKONG AND SWATOW,

Hongkong, 13th September, 1907. [828]

THE LAUNCH OF THE "TENYO-MARU."

JAPAN'S GREATEST LINER

In beautiful weather the *Tenyo-maru*, Japan's newest and greatest liner, was successfully launched from the Mitsu Bishi Dockyard's slips at Tatagami on the 14th ultimo. Considerably over one thousand invitations to witness the launch had been issued by the Company, and the *Nagasaki Press*, and nearly that number of guests were present in addition to which practically the whole of the employees of the yard were as near the new vessel as they could possibly get. The hill at the rear of the shipyard was crowded with persons and the Nagasaki school-children were marched to Korone and its vicinity from whence a good view of the ship entering the water could be obtained.

The guests present included Governor and Madame Arakawa, Mayor Kitagawa, Rear-Admiral Takekuni (of the Navy Department, Tokyo) and a number of naval officers from Sasebo, the foreign Consuls, and a large number of Japanese and foreign residents including many ladies. Mr. S. Asano President of the Toyo Kisen Kaisha, Mrs. Asano, and Mr. Shiraiishi (General Manager of the Toyo Kisen Kaisha) came from Tokyo to attend the ceremony. The steamship company's local agents, Messrs. Holme, Ringer & Co., was represented by Mr. J. H. Wallace. Mr. H. Shoda, of the Mitsu Bishi Company's Tokyo office, was also present.

Punctually at 11.30 a.m., Mr. H. Maruta (General Manager of the Dockyard) requested Mr. Asano to cut the electric wire and release the vessel. For a few minutes the suspense was broken only by the noise of the workmen as they laboured to assist the movement of the gigantic hull, then a tremendous shout of *Banai* was given by the immediate spectators as the vessel was seen to commence gliding down the ways and was reached with greater volume by the people on the hillside and doubtless by the children on the Nagasaki shore. As soon as she entered the water ships and launches in harbour blew their sirens and swelled the noise. The *Oura-maru* was in waiting, a towline was speedily made fast and the *Tenyo-maru* was taken to Akumura where she will be engaged.

The vessel being safely launched, the guests proceeded to the mould loft, where a cold luncheon was served. Addresses of congratulation were read by Mr. Miyoshi (Chief Naval Architect of the Board of Trade) and Rear-Admiral Takekuni on behalf of the Ministers of Communications and the Navy respectively. Mr. H. Maruta then rose and proposed the toast, "Success to the Toyo Kisen Kaisha and the *Tenyo-maru*." In so doing, he thanked the guest for their presence and then referred to the enterprise of the steamship company in having such fine vessels built and to the impetus given to Japanese shipbuilding by the order being placed with the Mitsu Bishi Company. Mr. Maruta concluded by calling for *Banai* for the *Tenyo-maru*, the Toyo Kisen Kaisha, and Mrs. Asano, and they were given with good will.

The President of the Toyo Kisen Kaisha briefly replied. He thanked Mr. Maruta for the good wishes and then said how pleased he was to see such good shipbuilding work being done in Japan. He toasted the "Mitsu Bishi Dockyard and Engine Works" and it was responded to with enthusiastic *Banai*.

At 12.30 the company dispersed but not before congratulations had been personally tendered to Mr. Maruta, Mr. J. S. Clark (Consulting Naval Architect at the Dockyard), and others intimately associated with the success attained. A beautiful model of the new steamer was on view and elicited high praise for the designers.

The Mitsu Bishi Dockyard and Engine Works is often referred to as Nagasaki's one industrial concern; it is matter for congratulation, therefore, to see its superiority over all other shipbuilding yards in the Far East so amply demonstrated.

The vessel which was launched yesterday was the first laid down of three sister ships ordered by Toyo Kisen Kaisha (Oriental Steamship Company). She has various distinctions, among them that of being the largest merchant steamer ever launched in Japan or in fact in the Pacific and Indian Oceans. The turbine system of propulsion has been adopted and she will be the first trans-Pacific turbine liner as well as the first vessel to be built in Japan and adapted for the system. When completed, with her speed of 19 knots and superior accommodation, she will compare favourably with first-class Atlantic liners and be without a rival on the Pacific until her sister ships are in service.

The vessel's keel was laid down in November, 1905, so that she was twenty-two months on the stocks. Considerable delay in the arrival of the raw material from England prevented the builders from making record progress with the construction. The double bottom was completed in September, 1906, and the frame erection in December. About twice the quantity of steel has been worked into the *Tenyo-maru* of that in the *N.Y.K.* s.s. *Tanaka-maru* which has hitherto had the distinction of being the largest product of Japanese shipbuilding enterprise and was likewise built at Mitsu Bishi Dockyard and Engine Works. Much of the success attained by the Mitsu Bishi Company has been due to the acquisition of only the most advanced and scientific machinery.

The stern of the vessel is built on most graceful lines, the adoption of the turbine have greatly affected the shape. There are three propellers, of manganese bronze, but they are so small in comparison with those of ordinary steamers that one wonders how it is possible for the huge vessel to be propelled by them at even a moderate speed; they are expected to make 250 revolutions a minute, however, whereas 90 revolutions is considered rapid with the ordinary type. The stern frame is of heavy cast steel and of an improved

ships. The balancing rudder is also heavy cast steel.

An idea of the tremendous advance in size over the previous biggest vessel may be gathered from the fact that the launching weight of the *Tenyo-maru* was 3,200 tons, whereas that of the *Tanaka-maru* was only 1,473 tons.

Now that she has been launched the engines—Parsons' steam turbine—will be placed in the ship with all possible speed. All the auxiliary engines, condensing plant, etc., have been made at the Engine Works.

The cabins, etc., have all been prepared in the carpenter's shop and can be built into the ship without further delay. All the woodwork is put together in the shop so that there shall be no question of error when it is being placed in position and the work of completing for sea can be carried out with celerity.

The decorative features of the lounge, library, smoking room, saloon, etc., have been designed by Dr. Tsukamoto and are now being carried into effect by special skilled artisans. A well-known Kyoto expert, Mr. Kwashima, has been entrusted with the art upholstery work under special instructions from the Toyo Kisen Kaisha.

There will be 78 first-class cabins, with 238 berths, and 12 intermediate cabins with 48 berths. Accommodation is also provided for 791 steerage and 1,250 Chinese steerage passengers. Her crew will consist of 238 officers and men.

Special apartments on board the vessel will include a nursery, dark room for photographers, barber's shop, laundry, and hospital; the latter is to be fitted with special beds for patients in a critical condition. Disinfecting and fire extinguishing apparatus will be installed.

The *Tenyo-maru* has been built with a view to being employed as a cruiser—commerce destroyer—during war time. She will be fitted with wireless telegraphy apparatus and will thus be able to communicate with shore stations or other vessels similarly equipped.

The dimensions, etc., are as follows:—Length between perpendiculars ... 550 feet. Breadth moulded ... 63 " Depth moulded (to upper deck) ... 38 ft. 6 in. Shelter deck above upper deck ... 8 feet. Promenade deck above shelter deck ... 9 " Boat deck above promenade deck ... 9 " Gross tonnage ... 13,500 tons. Speed ... 19 knots. Horse ... 16,850.

The vessel has been built under Lloyd's survey and to *Tokaiho* (Communications Department) requirements.

Hotel.

KING EDWARD HOTEL.

A HIGH CLASS PRIVATE HOTEL.

LADIES' AFTERNOON TEA-ROOMS.

PRIVATE BAR AND BILLIARD-ROOMS.

HOT AND COLD WATER throughout.

ELECTRICALLY LIGHTED. ELECTRIC FANS (if required).

ELECTRIC PASSENGER ELEVATOR to each floor.

TABLE D'HOTE at separate tables.

For Terms, &c., apply to the—

MANAGER.

Hongkong, 4th December, 1907. [127]

Auctions.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by

PUBLIC AUCTION,

FOR ACCOUNT OF THE CONCERNED,

TO-MORROW,

the 2nd October, 1907, at 2.30 P.M., at their

Sales Rooms, No. 8, Des Voeux Road,

corner of Ice House Street,

SUNDRY VALUABLE

HOUSEHOLD FURNITURE,

Comprising:—

DOUBLE AND SINGLE IRON BED-STEADS and MATTRESSES, TEAKWOOD WARDROBES with BEVELLED GLASS, OVERMANTELS with BEVELLED GLASS, SIDEBORD and DINNERS WAGGONS with BEVELLED GLASS, MARBLE-TOP WARDROBES, DOUBLE TEAKWOOD WARDROBE with BEVELLED GLASS, TAPESTRY COVERED BREAKING ROOM SUITE, GLASS, CROCKERY and E.P. WARE, CARPET, COOKING STOVE and UTENSILS, &c.

ALSO

One GRAMOPHONE and RECORDS, (in good order and condition.)

Catalogues will be issued.

TERMS:—As usual.

HUGHES & HOUGH, Auctioneers.

Hongkong, 28th September, 1907. [874]

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by

PUBLIC AUCTION,

FOR ACCOUNT OF THE CONCERNED,

on

SATURDAY,

the 5th October, 1907, at 2.30 P.M., at their

Sales Rooms, No. 8, Des Voeux Road,

corner of Ice House Street,

A LARGE ASSORTMENT OF

JAPANESE CURIOS.

Comprising:—

CARVED BRASS BOWLS, VASES, INCENSE BURNERS, JAPANESE TEMPLE TORIJE, OLD BRONZE VASES, COWS, IVORY CARVINGS, GOLD and SILVER CLOISONNE WARE, IMARI and MAKUDZU VASES, SILK-EMBROIDERED SCREENS, &c., &c.

Catalogues will be issued.

TERMS:—As usual.

HUGHES & HOUGH, Auctioneers.

Hongkong, 28th September, 1907. [875]

Intimations.

THE WORRIED WOMEN.

They say men must work and women must weep; but alas, in this too busy world, women often have to work and weep at the same time. Their holidays are too few and their work too heavy and monotonous. It makes them nervous and irritable. The depressed and worried women obey her appetite and grow thin and feeble. Once in a while she has spells of palpitation and has to lie up for a day or two. If some disease like influenza or malarial fever happens to prevail, she is almost certain to have an attack of it, and that often paves the way for chronic troubles of the throat, lungs and other organs; and there is no saying what the end may be. Let the tired and overladen woman rest as much as possible; and, above all, place at her command a bottle of

WAMPOL'S PREPARATION

a true and sure remedy for the ills and maladies of women. It is palatable as honey and contains all the nutritive and curative properties of Pure Cod Liver Oil, combined with the Compound Syrup of Hypophosphites and the Extracts of Malt and Wild Cherry. Search the world over and you will find nothing to equal it. Taken before meals it improves the nutritive value of ordinary foods by making them easier to assimilate, and has carried hope and good cheer into thousands of darkened homes. It is effective from the first dose, and probably one bottle is all you may need. It is absolutely reliable and effective in Blood Impurities, Nervous Dyspepsia, Wasting Conditions, Melancholy, Chlorosis, Impaired Nutrition, Scrofula, Low Vitality, and all troubles of the Throat and Lungs. Dr. E. J. Boyes says: "I have found it a preparation of great merit. In a recent case a patient gained nearly twenty pounds in two months' treatment, in which it was the principal remedial agent." It carries the guarantee of reliability and cannot fail or disappoint you. Why accept a substitute? Sold by all chemists.

For the Hongkong and Shanghai Banking Corporation.

J. R. M. SMITH, Chief Manager.

Hongkong, 24th September, 1907. [859]

CHINESE IMPERIAL GOVERNMENT

7 PER CENT SILVER LOAN

OF 1886, E.

42ND HALF-YEARLY DRAWING.

INTEREST DUE AND DRAWN BOND of

this LOAN will be PAYABLE at the

Offices of the CORPORATION on and after the

30th September, 1907.

LIST OF DRAWN BONDS can be obtained

on application to the Undersigned.

For the Hongkong & Shanghai

Banking Corporation,

Agents issuing the Loan,

J. R. M. SMITH, Chief Manager.

Hongkong, 28th September, 1907. [872]

THE

CHINA PROVIDENT LOAN AND

MORTGAGE CO., LD.

(CAPITAL PAID UP \$1,000,000.)

Undertakes and Executes

THE OFFICE OF

TRUSTEE, EXECUTOR OF WILLS,

ATTORNEY, &c., &c.

SHEWAN, TOMES & Co.,

General Managers.

Hongkong, 22nd May, 1907. [525]

PEAK TRAMWAYS COMPANY

LIMITED.

TIME TABLE.

WEEK DAYS.

7.00 a.m. to 9.30 a.m. ... Every 10 minutes

9.30 a.m. to 11.00 a.m. ... Every 15 minutes

11.00 a.m. to 12.45 p.m. ... Every 15 minutes

12.45 p.m. to 1.15 p.m. ... Every 15 minutes

1.15 p.m. to 1.45 p.m. ... Every 15 minutes

1.45 p.m. to 2.15 p.m. ... Every 15 minutes

2.15 p.m. to 3.00 p.m. ... Every 15 minutes

3.00 p.m. to 5.00 p.m. ... Every 15 minutes

5.00 p.m. to 8.00 p.m. ... Every 10 minutes

NIGHT CARS.

8.45 p.m. and 9 p.m., 9.45 p.m. to 11.15 p.m. every half hour.

SUNDAYS.

8.00 a.m. to 9.00 a.m. ... Every 15 minutes

9.00 a.m. to 9.30 a.m. ... Every 30 minutes

9.30 a.m. to 10.45 a.m. ... Every 15 minutes

10.45 a.m. to 12.00 noon ... Every 15 minutes

12.00 noon to 1.00 p.m. ... Every 10 minutes

1.00 p.m. to 5.00 p.m. ... Every 15 minutes

5.00 p.m. to 6.00 p.m. ... Every 10 minutes

6.00 p.m. to 7.00 p.m. ... Every 15 minutes

7.00 p.m. to 8.00 p.m. ... Every 10 minutes

NIGHT CARS as on Week Days.

SATURDAYS.

Extra cars at 3.15 p.m., 11.30 p.m. and 11.45 p.m.

SPECIAL CARS by Arrangement at the

Company's Office, ALEXANDRA BUILDING,

Des Voeux Road Central.

JOHN D. HUMPHREYS & SON,

General Managers.

Hongkong, 4th June, 19

FASHIONABLE WEDDING IN HONGKONG

MISS HILDA BRACKENBURY MARRIED TO CAPT. P. H. MITCHELL TAYLOR, A.D.C.

THE CEREMONY AT ST. JOHN'S CATHEDRAL.

BRIDE AND BRIDEGROOM RECEIVE GENERAL FELICITATIONS.

"ALL THE WORLD LOVES A LOVER" AT GOVERNMENT HOUSE.

FULL LIST OF PRESENTS AND INVITED GUESTS.

Every element, which would tend to add lustre to the happy occasion, favoured the wedding ceremony at St. John's Cathedral this afternoon, where Miss Hilda Brackenbury, the friend and companion of Lady Lugard, was united in the bonds of wedlock to Captain P. H. Mitchell Taylor, the senior A.D.C. to His Excellency the Governor, Sir Frederick Lugard. It was, perhaps, natural that those principally concerned should have desired that the marriage should be of a semi-private character, on account of the short period which Miss Brackenbury and her fiancé have resided in Hongkong. But anything connected with Government House, and particularly such an unusual and auspicious event as that which was consummated with so much *décor* to-day, is regarded as in the nature of public property. From the day that the wires throbbled from Japan with the intelligence that one of the first social functions, which would follow the arrival of their Excellencies in Hongkong, would be the marriage of the charming friend of Lady Lugard and the bluff A.D.C., there was continual speculation as to the date of the wedding. But it was not until the last moment, practically, that the final arrangements were made. Nevertheless, semi-private as the wedding was supposed and intended to be, the Cathedral was thronged with interested spectators to witness the giving-away in marriage of one who, although a comparative stranger to the Colony, has already become an integral part of the social life which has its centre at the gubernatorial headquarters.

Since His Excellency the Governor took over the reins of office, barely a couple of months ago, the official residence has been located at Mountain Lodge, with the exception of the short intervals when matters of immediate concern required personal supervision on the spot. But it was from Government House that the bride and bridegroom proceeded by way of Garden Road to the Cathedral this afternoon. The route was traversed in chairs carried by the red-coated bearers, who assumed a particularly grandiose swagger as if they were the real protagonists of the day. There were crowds of people who jostled each other in their anxiety to view the bride and offer her their felicitations. The bridegroom, as usually happens on these occasions, was regarded more in the light of a necessary accessory than anything else, despite his trim uniform of an officer in the Indian Army.

Miss Brackenbury, whose charms were accentuated by the simplicity of her wedding dress which shimmered in the sunlight, was accompanied by Sir Frederick Lugard, while Captain Taylor was supported by his best man, Mr. Brackenbury, brother of the bride, and Private Secretary to His Excellency the Governor. At the entrance to the Cathedral, where there was an extremely varied assortment of people representative of all classes and conditions in the Colony, the chairs were abandoned and the bride, carrying a beautiful bouquet, was escorted down the nave by the Governor, while the four bridesmaids, looking exceedingly fresh and dainty, brought up the rear. Two little pages in sailor uniforms carried the bride's train with a solemnity and consciousness of the responsibility which are not to be described. On the arrival of Captain Taylor, the marriage service began, the Rev. F. T. Johnson officiating.

The Cathedral was decorated with palms and flowering plants, but there was no attempt at ostentatious display, the predominating note of the whole proceeding

including the function which afterwards took place at Government House, being one of quiet simplicity. It was, indeed, a family affair, in which the chief members of their Excellencies' suite were concerned, and it was only the accident of their estate which precluded that semi-private which the majority of lovers seek when their mutual regard is approaching its culmination.

The service was fully choral, Mr. Denman Fuller presiding at the organ, whose rich notes reverberated through the Cathedral when, after the register had been signed, the joyous strains of the wedding march thundered out their message of rejoicing. Under an archway of drawn swords which was formed by the officers of the Middlesex and Mountain Regiments, the newly-married couple proceeded to the Cathedral entrance amid the salutations of the onlookers, and thence to Government House, where the usual and time-honoured toasts were offered and pledged with enthusiasm.

A few words of farewell, a host of congratulations from the guests who had been invited to attend the function at Government House, and Captain and Mrs. Taylor had departed for their snug retreat away from the madding crowd.

DEPARTURE FROM GOVERNMENT HOUSE.

"Happy is the bride that the sun shines on," is a trite old saying, and all Hongkong will cordially wish that the bride of to-day may have her full share of the conjugal felicity and measure of bliss to which the ceremony that was concluded this afternoon opens the way. When the bridal party left Government House a few minutes before the appointed hour, Old Sol was beating down from a sky of fleckless blue in all its brilliancy. Leaving the gubernatorial establishment Miss Brackenbury, who was accompanied by Sir Frederick Lugard, journeyed to the Cathedral in a chair carried by coolies attired in the bright-coloured uniforms associated with the viceregal party in Hongkong.

CATHEDRAL DECORATIONS.

The scene at the Cathedral was indeed a picturesque one. The pretty dresses of the ladies, mingled with the gay uniforms of the officers, stood out in striking contrast with the orthodox garb of the civilian guests. About half an hour before the time fixed for the ceremony people began to arrive at the Cathedral, and by half-past two o'clock the

building was completely filled. Every point of vantage forming the approach to the Cathedral was taken up by an interested crowd, who had gathered to catch a glimpse of the bridal procession. The floral decorations of the Cathedral were, indeed, beautiful, although they were not extensive. On the altar table were many choice blooms of pretty colours and exquisite fragrance. An arch of palms led down to the chancel steps. Extended overhead along the aisle were clusters of ferns. In front of the choir stalls young palms were neatly arranged, while at the entrance to the Cathedral the finishing touch was added in a miniature forest of palms at each side of the door. A red carpet ran the length of the aisle up to the altar. Mr. W. J. Titcher, of the Botanical and Forestry Department, Mrs. Tooker and Mrs. Layton were responsible for the artistic decorations.

BRIDAL PARTY'S ENTRY.

Several minutes before the appointed hour the bridegroom, accompanied by his best man, Mr. A. J. Brackenbury, brother of the bride, Lady Lugard, and Captain Monteiro, private secretary to the Governor of Macao, entered the building and took up a position at the right of the chancel steps. Captain Taylor was wearing his full military uniform.

They were followed by the bride, who was leaning on the arms of Sir Frederick Lugard, her uncle, as she proceeded along the aisle.

THE BRIDAL DRESS.

The bride was attired in a beautiful gown of white satin with point d'esprit chemise, fichu of chiffon, with a long court train, veiled with Irish lace. The bodice of the gown was trimmed with the same material and dotted with roses of white satin. A long veil of tulle with bridal falls of orange blossoms completed the wedding costume. Miss Brackenbury carried a flower bouquet of lotus flower, made by Mrs. B. Layton, and wore a diamond necklace given her by the bridegroom, and other gems.

THE YOUNG BRIDESMAIDS.

Four young bridesmaids were the Misses Phoebe, Iris and Dione May, daughters of the Hon. Mr. P. H. May and Mrs. May, and Miss Aileen Hastings, daughter of Mr. and Mrs. G. Hastings. They wore white silk Kate Greenaway dresses, trimmed with pretty sashes tied in a rosette under the arms; white silk mittens, and white flowers in their hair. Each carried charming bouquets, and wore gold bangles, the gift of the bridegroom. The pages, who were dressed in sailor uniforms, were the two Masters Keswick, sons of the Hon. Mr. Henry and Mrs. Keswick, and they

appeared to be very proud of the silver boatswain's whistle and chain which were presented to each of them by the bridegroom.

THE CEREMONY.

Immediately the bride set foot in church the choir sang "Hark! hark! my soul, angelic songs are swelling." After which the organ rang out with "The Voice that breathed o'er Eden." The contracting parties then met at the foot of the altar and soon afterwards the hymn "A threefold cord is not quickly broken;" then kneeling, the ceremony proper began, at the close of which the Psalm "The Lord do so to me and more also, if I ought but death part thee and me," was sung to Wesley's chant. Then followed the responses from the marriage service. An adjournment was then made to the vestry where the contracting parties signed their names on the register.

Captain and Mrs. Taylor left the sacred edifice Mendelssohn's "Wedding March" was played on the organ, and a number of military officers lined up on both sides of the aisle and crossed swords. The service was performed by the Rev. F. T. Johnson.

RECEPTION AT GOVERNMENT HOUSE.

At the conclusion of the wedding ceremony, Captain and Mrs. Taylor returned to Government House where a reception was held.

Over 100 persons accepted invitations. Having arrived from the church the bridal party was photographed on the lawn of Government House. Many were the handshakes and hearty congratulations offered the happy couple by the guests. The guests having been received and the cake cut by Mrs. Taylor in true conventional style, His Excellency Sir Frederick Lugard, in a few words, thanked the guests for their presence that afternoon at the marriage of his niece. The toast was enthusiastically received.

Captain Taylor responded briefly, on behalf of himself and wife, thanking them for their kindness and acknowledging the kindly greetings.

At the close of the function, shortly after four o'clock, the happy couple left for the Line Pins—a group of islands near Macao—on the tender *Stanley*, to spend their honeymoon. A house has been placed at their disposal by the Commissioner of the Chinese Customs, Mr. M. R. M.D. Parr, and they expect to be away for a month.

THE GUESTS.

The following guests were present: The Hon. Dr. J. M. and Mrs. Atkinson, His Excellency Major-General Broadwood,

Captain Bonham, Captain and Mrs. Beasley, Mr. Blanchflower, Archdeacon and Mrs. Bannister, Mr. and Mrs. Bird, Sir Henry, Lady and the Misses Berkeley, Mr. and Mrs. J. P. Bragg, Mr. A. W. Brebner, Mr. and Mrs. Bribosia, Mr. F. D. Burridge, Mr. A. A. H. Buieltho.

The Hon. Mr. W. Chatham, C.M.G., and Mrs. Chatham, Sir Paul Chater, C.M.G., Miss Case, Captain Crawford (s.s. *Stanley*), Major and Mrs. Chitt, Colonel and Mrs. Carter.

The Hon. Mr. W. Rees Davies, Mr. and Mrs. W. H. Donald, Mr. H. Droeze, Captain and Mrs. Dooner, Colonel Dumbleton, Colonel Darling, Mr. and Mrs. d'Esterre.

Rev. and Mrs. J. H. France, Mr. and Mrs. Fremantle.

Captain Grenfell.

The Hon. Mr. E. A. Hewitt, the Hon. Dr. Ho Kai, C.M.G., Mr. Hutchison, Mr. and Mrs. G. Hastings, Miss Hamilton, Mr. and Mrs. Bertram A. Hale.

Rev. F. T. Johnson, Dr. and Mrs. G. P. Jordan, Mr. and Mrs. F. J. V. Jorge, Jemadar Mohammed Khan (sahib Baluchis), honorary P. C.

The Hon. Mr. and Mrs. Henry Keswick, Colonel Kent.

Captain and Mrs. J. Lyons, Mr. and Mrs. H. W. Looker, Mr. and Mrs. B. Layton, Mr. G. T. Lloyd, Mrs. Low, Captain and Mrs. Vaughan.

Mr. and Mrs. Parry, Mr. and Mrs. Mashih, Mr. Moreno, the Hon. Mr. and Mrs. F. H. May, C.M.G., Mr. and Mrs. G. C. Moxon, Mr. and Mrs. Mackay, Mr. and Mrs. G. C. C. Master, Capt. de Fonseca Monteiro, Miss Mansfield, Colonel and Mrs. Scott Moncrieff. The Hon. Mr. E. Osborne, Captain Ogilvie, Colonel Price, Major Phillips, Mr. and Mrs. Pearce, Mr. and Mrs. J. C. Peler, Mr. W. R. M.D. Parr, Miss Pearson, Major and Mrs. Parry.

Major Ross, Mr. and Mrs. A. G. Romano, Mr. and Mrs. A. H. Rennie, Mr. and Mrs. E. A. Ram.

Commodore Stokes, R.N., Colonel and Mrs. Seymour, Lieut. Satterthwaite.

Mr. Sezenlimay, Mr. F. Swart, Rev. G. Scaris, Mr. and Mrs. Sanders, and Miss Sanders, Dr. and Mrs. F. O. Siedman, Mr. and Mrs. Henry W. Slade, Miss Schopf, Mr. and Mrs. P. M. N. da Silva.

Mr. Teisler, Mr. and Mrs. A. Turner, Mr. and Mrs. H. P. Tooker, the Hon. Mr. A. M. Thomson, the Hon. Captain and Mrs. Basil R. H. Taylor.

Chevalier and Madame Volpicelli, Herr and Frau Voretsch, Mr. Amos P. Wilder, His Honour Mr. A. G. Wise (acting Chief Justice), the Hon.

Mr. Wei Yuk, Mr. P. P. J. Wodehouse, Captain and Mrs. Wait, Mr. White, R.O.A.

LIST OF PRESENTS.

Following is a list of the presents:—Sir Frederick and Lady Lugard—Silver tray and tea service.

Sir Frederick Lugard (to bride)—A green jade necklace.

Dr. and Mrs. Atkinson—Opium stool (large).

Capt. Bonham—Four silver sweet dishes. Mr. A. W. Brebner—Pair of silver mounted cloisonné vases.

Major-General Broadwood—Set of four sweet dishes.

Mr. Brackenbury—A silver cake basket.

Mr. and Mrs. J. P. Bragg—A silver frame.

Mrs. H. Bird—Case of six silver liqueur glasses.

Colonel and Mrs. Carter—Silver bridge box.

Mr. and Mrs. Chatham—Pair of silver vases and a silver frame.

Sir Paul Chater—A complete silver dressing table set.

Mr. W. Rees Davies—Silver sugar basin. Mr. and Mrs. Donald—Set of silver salt-cellars.

Mrs. D'Esterre—Silver card case. Mr. and Mrs. Fremantle—Set of Shakespeare's works.

Mr. and Mrs. Hale—Two brass ornaments. Mr. and Mrs. Hancock—Set of silver salt-cellars.

Miss Aileen Hastings—Four mother-of-pearl dishes.

Mr. A. Haupt—A silver salver.

Mr. and Mrs. Hewitt—Silver tea caddy. Dr. Ho Kai—Silver model of ricksha and coolie, fitted as cruet.

Dr. and Mrs. Jordan—Silver salver. Mrs. Jorge—Silver cruet set.

Mr. and Mrs. Keswick—A piece of old Chinese embroidery.

Mr. and Mrs. Layton—Pair of silver vases. Mr. and Mrs. Looker—Silver sweet dish.

Capt. and Mrs. Lyons—A silver frame. Lady Superior, French Convent (to Miss Brackenbury) Blouse and lace handkerchief. (To Captain Taylor) a dozen embroidered handkerchiefs.

Lady Superior, Italian Convent—A tea jacket.

Mr. and Mrs. May—Set of silver cruet. Mr. and Mrs. Mackay—Set of four Chinese coffee tables.

Capt. T. Ogilvie—Silver tea caddy. Mr. Ogilvie—Pair of silver vases.

Mr. E. Osborne—Chinese silver cruet stand.

Mr. and Mrs. Pearce—Tea table cloth. Mr. Parr—Carved ivory box.

Major and Mrs. Parry—Silver scent bottle. Mr. and Mrs. Pereira—Carved blackwood card table.

Sir Francis Pigott—A book. Mr. and Mrs. Ram—A pair of Japanese watercolours, framed.

Mr. and Mrs. Rennie—Five silver branch flower stands and four silver candlesticks.

Major Ross—A fan.

Mr. and Mrs. A. G. Romano—Pair of silver desert dishes and spoons.

Colonel and Mrs. Seymour—A fan. Commodore Stokes—Pair of silver vases.

Dr. Sanders—Carved blackwood table.

Miss Sanders—Opium stool. Captain and Mrs. Basil Taylor—Case of silver carvers and fish knife.

Herr and Frau Voretsch—Two icing bowls.

Mr. and Mrs. Volpicelli—A handsome Japanese silver cup.

Mr. and Mrs. Bribosia—A silver bowl on a blackwood stand.

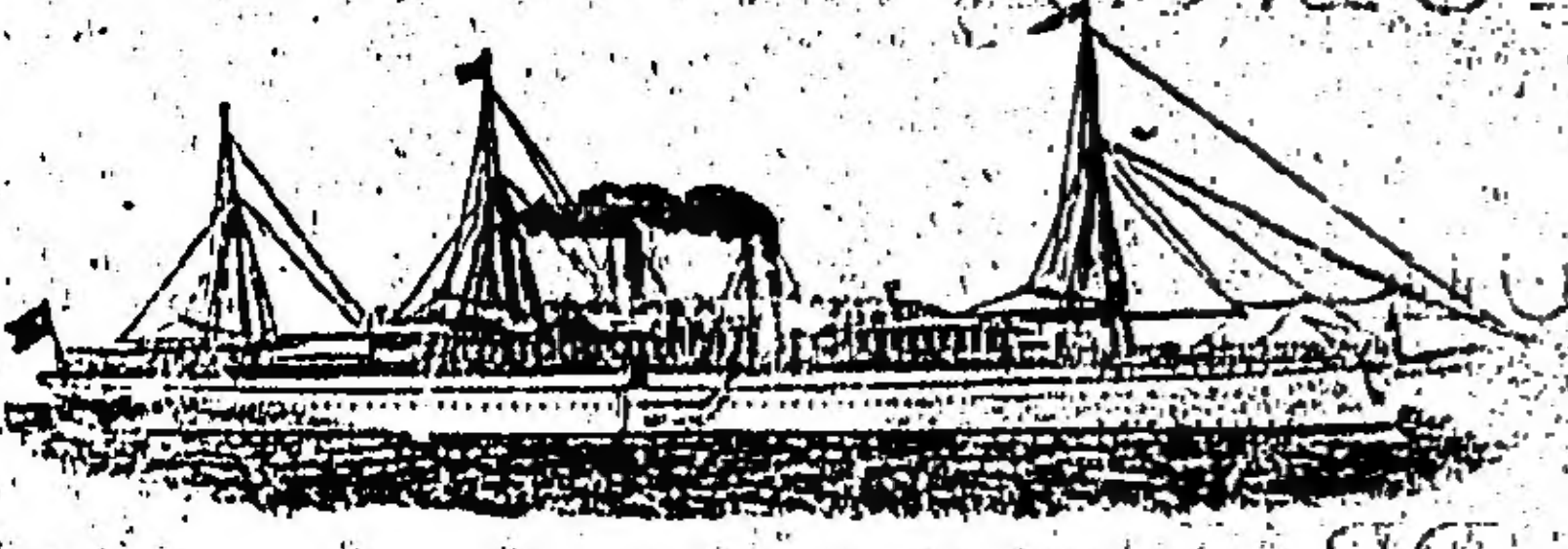
Mr. Teisler—A pair of gold bracelets.

Mr. Wodehouse—A pair of gold bracelets.

Mr. Wei Yuk—Silver model of sampan and crew, fitted as cruet.

Mr. A. G. Wise—A fan. Capt. Worthington—Pair of Japanese vases.

Shipping—Steamers.

CANADIAN PACIFIC RAILWAY COY.'S
ROYAL MAIL STEAMSHIP LINE.

Luxury—Speed—Punctuality.
The only Line that Maintains a Regular Schedule Service of under Eleven Days across the Pacific is the "Empress Line." Saving 5 to 10 Days' Ocean Travel.
11 Days YOKOHAMA TO VANCOUVER. 13 Days HONGKONG TO VANCOUVER.

PROPOSED SAILINGS. (Subject to Alteration.)

R.M.S.	Tons	LEAVE HONGKONG	ARRIVE VANCOUVER
"EMPEROR OF INDIA"	6,000	THURSDAY, Oct. 24th	Nov. 11th
"EMPEROR OF JAPAN"	6,163	WEDNESDAY, Nov. 6th	Nov. 20th
"EMPEROR OF CHINA"	6,000	THURSDAY, Nov. 21st	Dec. 9th
"EMPEROR OF INDIA"	6,000	THURSDAY, Dec. 10th	Jan. 6th
"EMPEROR OF JAPAN"	6,000	THURSDAY, Jan. 16th	Feb. 3rd

"EMPEROR" steamers will depart from Hongkong at 4 P.M.
Intermediate steamers at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA, and VICTORIA, B.C., and at QUEBEC, with the Company's New Palatial "EMPEROR" Steamships. 14,000 tons register. The through transit to LIVERPOOL being 22 days, from YOKOHAMA, and 29 days from HONGKONG.

Hongkong to London, 1st Class via St. Lawrence River Lines or New York £71.10.
Hongkong to London, Intermediate on
Steamers, and 1st Class on Railways, via St. Lawrence £40. Via New York £42.
First-class rates include cost of Meals and Berth in Sleeping Car while crossing the American Continent.

R.M.S. "EMPEROR" carries "Intermediate" passengers only, at Intermediate rates, affording superior accommodation for that class.
Passengers Booked through to all points and AROUND THE WORLD.
SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Hand Books, Rates of Freight and Passage, apply to
D. W. CRADDOCK, General Traffic Agent for China
Hongkong, 26th September, 1907.

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.)

For	Steamship	On
SINGAPORE, PENANG & CALCUTTA LAISANG	"YUEN KANG"	WEDNESDAY, 2nd Oct., Noon.
MANILA	"YUEN KANG"	FRIDAY, 4th Oct., 4 P.M.
SHANGHAI VIA NINGPO	"KWONG SANG"	SATURDAY, 5th Oct., 4 P.M.

REDUCED FARES TO STRAITS & CALCUTTA.

	Single	Return
Hongkong to Singapore 1st Class	\$ 65	\$100
Penang	85	130
Calcutta	165	250

* These Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

† Taking Cargo on through Bills of Lading to Cebu, Tientsin, Newchwang and Yangtze Ports. For Freight or Passage, apply to

JARDINE, MATHESON & CO., LD.,
General Managers.

Hongkong, 1st October, 1907.

CHINA NAVIGATION CO., LIMITED.

For	STEAMERS	To SAIL
HONGKONG and HAIPHONG	"CHIEH"	3rd Oct., daylight.
CHEFOO & NEWCHANG	"NANOHANG"	3rd " " " 4 P.M.
SWATOW & SHANGHAI	"KUXIANG"	3rd " " " 4 P.M.
SWATOW & SHANGHAI	"HUNAN"	7th " " " 4 P.M.
CEBU and ILOILO	"SUNGKIANG"	10th " " " 4 P.M.
MANILA, ZAMBOANGA & COLONES	"CHANGSHA"	10th " " " 4 P.M.
YOKOHAMA & KOBE	"CHINGTU"	10th " " " 4 P.M.
SWATOW & SHANGHAI	"HONGTU"	10th " " " 4 P.M.
SWATOW & SHANGHAI	"YUEH W"	10th " " " 4 P.M.
CHEFOO & TIENSIN	"KUEIKOW"	21st " " " 4 P.M.

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A daily qualified Surgeon is carried.

† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

† Taking Cargo and Passengers at through Rates for all New Zealand and other Austral ports.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 1st October, 1907.



HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon midships—Electric Light—Perfect Cuisine—Surgeon and Stewardess carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship	Tons	Captain	For	Sailing Dates
ZAFIRO	2540	Fraser	MANILA	SATURDAY, 5th Oct., 1907.
RUI	2540	Almond	"	SATURDAY, 12th Oct., 1907.

For Freight or Passage, apply to

SHEWAN TOMES & CO.,
General Managers.

Hongkong, 30th September, 1907.



HONGKONG—NEW YORK.

AMERICAN ASIATIC
STEAMSHIP CO.

FOR NEW YORK via PORTS AND SUEZ CANAL.

(With Liberty to Call at the Malabar Coast.)

Steamship	To sail
"OCEAN MONARCH"	On the 2nd November, 1907.

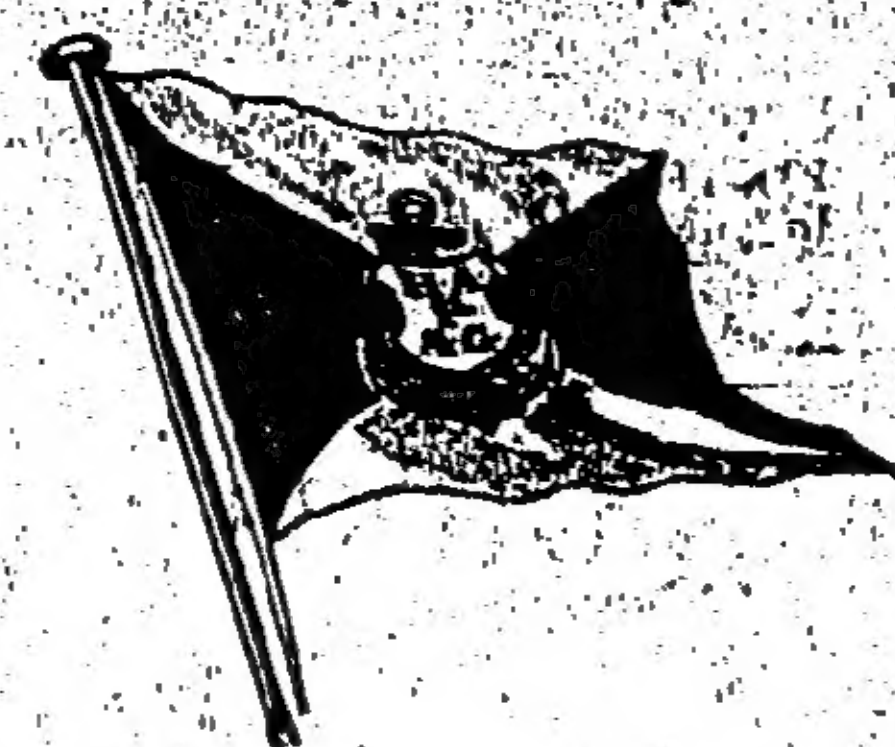
For Freight and further information, apply to

SHEWAN, TOMES & CO.,
General Agents.

Hongkong, 13th September, 1907.

Shipping—Steamers.

HAMBURG-AMERIKA LINIE.



150 Ocean Steamers

with

912,000

Br. Reg. Tons.

PASSENGER SERVICE.

RHENANIA—HABSBURG—HOHENSTAUFEN—SILESIA—SCANDIA.

HIGHEST COMFORT, ONLY
LOWER BERTHS.

Laundry on board, Doctor, Stewardesses carried.

Ports of call: NAPLES, PLYMOUTH, HAVRE, HAMBURG.
NEXT SAILINGS FROM HONGKONG.

Outward.

Homeward.

HOHENSTAUFEN	1st Oct.	RHENANIA	2nd Oct.
SILESIA	2nd Nov.	HOHENSTAUFEN	30th Oct.
		SILESIA	11th Dec.

Hongkong, 26th September, 1907.

REGULAR STEAMSHIP SERVICE
TO NEW YORK.

VIA PORTS AND SUEZ CANAL.
(With Liberty to Call at Malabar Coast.)

PROPOSED SAILINGS FROM HONGKONG.

FOR NEW YORK

S.S. "SIKH" 5th Oct.

FOR BOSTON AND NEW YORK

S.S. "MUNCASTER CASTLE" 26th Oct.

* This steamer has excellent Saloon Accommodation for First-class Passengers at moderate rates.
For Freight and further information, apply to

DODWELL & CO., LIMITED,
Agents.

Hongkong, 27th September 1907.

NORTHERN PACIFIC LINE.

Connecting at Tacoma with

NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA, B.C., AND TACOMA

via

MOJI, KOBE AND YOKOHAMA.

Steamer Tons Captain Sailing

Sauvrik	6,235	W. Shotton	15th Oct.
Kumeric	6,232	D. Baird	15th Oct.
Shammut	9,666	E. V. Roberts	6th Nov.

* Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION,

ATTENDANCE AND CUISINE, ELECTRIC

LIGHT, DOCTOR AND STEWARDESSES.

The twin-screw s.s. Shammut and Tremont are fitted with very superior accommodation for first and second class passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam-laundry. Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information, apply to

DODWELL & CO., LIMITED,
General Agents.

Queen's Buildings,
Hongkong, 20th September, 1907.

STEAM TO CANTON.

THE New Twin Screw Steel Steamers

"KWONG TUNG" Capt. H. W. WALKER.

"KWONG SAI" Capt. E. S. CROWE.

Leave Hongkong for Canton at 9 every evening, (Saturday excepted).

Leave Canton for Hongkong at 5.30 every evening, (Sunday excepted).

These Fine New Steamers have excellent Accommodation for First Class Passengers and are fitted throughout by Electricity. Electric Fans in First Class Cabins.

Passage Fare—Single Journey \$4.

Meals \$1.25 each

The Company's Wharf is situated in front of the New Western Market, opposite the old Harbour Office.

YUEN ON S.S. CO., LD.,
and

SHIU ON S.S. CO., LD.,
No. 8, Queen's Road West.

Hongkong, 3rd July, 1907.

LEE YEE

HAIR DRESSING SALOON.

HAS ALWAYS ON HAND

CIGARS, CIGARETTES

AND

TOILET REQUISITES

FOR SALE.

12, D'AGUIAR STREET,
HONGKONG.

Hongkong, 3rd September, 1907.

TOYO KISEN KAISHA.

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE

BETWEEN

HONGKONG, CALLAO

AND

IQUIQUE via JAPAN PORTS

(KARATSU, KOBE AND YOKOHAMA).

With option to call at MEXICAN and other

Coast ports.

Steamers Capt. Tons To sail

KASATO, MARU	D. Mori	6,100	THURSDAY, 10th Oct., Noon
KATHERINE PARK		5,000	About End of Nov.

* Taking Freight and Passengers to other ports in connection with Steamers of the Pacific S. N. Co.

For further information as to Freight and Passage, apply to

K. MATSUDA,
Manager,
York Building.

Hongkong, 30th September, 1907.

Intimations.

A. CHAZALON & CO.,

6, Queen's Road Central,

WINE, SPIRIT AND COAL MERCHANTS AND

GENERAL STOREKEEPERS.

Just Unpacked.

BARCLAY PERKINS'S STOUT

in pints and Baby bottles.

FRENCH SYRUPS

GRENADINE, GLOISELLE, & CO.

VICHY, PERRIER, ROCHEMAURE

AND

Other FRENCH MINERAL WATERS

Also

Large Assortment of CANNED GOODS

suitable for Pic-nic.

Hongkong, 15th May, 1907.

HUMBER

CYCLES.

THE BEST IN THE

WORLD.

Cycles Makers

BY

ROYAL WARRANTS

TO

H.M. KING EDWARD VII.

AND

H.R.H. PRINCE OF WALES.

WITH THE LATEST, BEST 3 SPEEDGEAR,

GEAR CASES AND DUNLOP TYRES.

From \$120 to \$150 each.

GUARANTEE FOR 3 YEARS.

WILL CLIMB ANY HILL ON THE LOW GEAR.

Portsmouth Evening News:—"For 38 years the name of the HUMBER has been a guarantee of good workmanship."

DRAGON CYCLE DEPOT,

AGENTS,

11, D'AGUIAR STREET and KOWLOON.

Hongkong, 19th July, 1907.

Shipping.

VESSELS IN PORT.

SHYAMBA

Amara, Br. s.s., 1,654, C. J. Matlock, 27th Sept.	—Molli 21st Sept. Coals.—J. M. & Co.
Amigo, Ger. s.s., 822, N. J. Baltzer, 30th Sept.	—Haiphong 27th Sept. and Holbow 28th Sept.—J. & Co.
Amoy, Ger. s.s., 665, H. Flambach, 25th Sept.	—Takau 23rd Sept. Ballast.—S. W. & Co.
Anglin, Ger. s.s., 1,007, Chr. Künkel, 28th Sept.	—Bangkok 19th Sept. and Swatow 27th, Rice.—B. & S.
Borneo, Ger. s.s., 1,344, F. Sembill, 30th Sept.	—Sandakan 24th Sept. Gen.—M. & Co.
Christiane, Netherl. s.s., 1,950, Benzen, 25th Sept.	—Sydney 26th Aug. Coal and Flour.—Mr. William.
Chunyang, Br. s.s., 1,417, D. A. King, 30th Sept.	—Moji 21st Sept. Coal.—J. M. & Co.
Courfield, Br. s.s., 2,875, J. Wiseman, 27th Sept.	—Kuchino 28th Aug. Coal.—M. B. K.
Derwent, Br. s.s., 1,562, J. Jenkins, 26th Sept.	—Saigon 2nd Sept. Rice and Gen.—Mau Fat & Co.
Drufar, Nor. s.s., 1,102, J. Bing, 28th Sept.	—Swatow 27th Sept. Gen.—N. Y. K.
Empress of India, Br. s.s., 3,032, E. Beatham, R.M.S., 22nd Sept.	—Vancouver, (B.C.) 3rd Sept. and Shanghai 19th, Flour, Mail and Gen.—C. T. R. Co.
Frithjof, Nor. s.s., 891, O. Andersen, 30th Sept.	—Swatow 29th Sept. Gen.—O. S. K.
Fukura Maru, Jap. s.s., 3,190, K. Nakayasu, 27th Sept.	—Moji 21st Sept. Coal.—M. B. K.
Fukushima Maru, Jap. s.s., 1,090, T. Ito, 28th Sept.	—Anping 25th Sept. Gen.—O. S. K.
Hellas, Ger. s.s., 2,500, W. Metzenhain, 30th Sept.	—Samarang (Java) 11th Sept. Sugar.—S. & Co.
Indrapura, Br. s.s., 3,152, Kelway, 25th Sept.	—New York 2nd Aug. Gen.—M. & Co.
Keong Wai, Ger. s.s., 1,115, J. Köhler, 29th Sept.	—Bangkok 21st Sept. Rice and Timber.—B. & S.
Kiyomaru, Jap. s.s., 1,062, S. Hirai, 18th Sept.	—Cebu 13th Sept. Ballast.—Gilman & Co.
Kunyang, Br. s.s., 2,078, E. J. Buller, 26th Aug.	—Calcutta via Penang and Singapore 20th Aug. Gen.—J. M. & Co.
Laiyang, Br. s.s., 3,450, E. J. Todd, 20th Sept.	—Calcutta 4th Sept. Penang and Singapore 14th, Gen.—J. M. & Co.
Lockman, Ger. s.s., 1,657, W. Faubert, 28th Sept.	—Bangkok 21st Sept. Rice and Timber.—B. & S.
Manila, Ger. s.s., 1,118, J. Minssen, 22nd Sept.	—Melbourne 17th Aug. and Manila 19th Sept. Gen.—M. & Co.
Merapi, Dut. s.s., 1,597, E. Uldall, 25th Sept.	—Java via Singapore 19th Sept. Sugar.—Chinese.
Mercedes, Br. s.s., 3,001, J. S. McGregor, 21st Sept.	—Weihaiwei 16th Sept. Ballast.—Admiralty.
Nanchang, Br. s.s., 1,044, G. MacKenzie, 30th Sept.	—Canton 29th Sept. Gen.—B. & S.
Nanshan, Br. s.s., 1,290, A. Jones, 30th Sept.	—Sigon 25th Sept. Rice and Gen.—B. & Co.
Nikko Maru, Jap. s.s., 3,434, R. Swain, 30th Sept.	—Melbourne 4th Sept. Gen.—N. Y. K.
Nord, Br. s.s., 1,230, Prynne, 18th Sept.	—Tientsin 12th Sept. Ballast.—Mr. Geo. McBain.
Profit, Nor. s.s., 715, H. Schlytter, 10th Sept.	—Hull 10th Sept. Sugar.—Aagaard, Thorsen & Co.
Quanta, Ger. s.s., 1,145, H. Madson, 22nd Sept.	—Java Ports via Macassar 13th Sept. Sugar and Gen.—J. C. J. L.
Rajah, Ger. s.s., 2,018, R. Petersen, 25th Sept.	—Bangkok 11th Sept. Gen.—B. & S.
Sanki	

SHARE QUOTATIONS.

Supplied by Messrs. E. S. KADOORIE & Co. Corrected to noon; later alterations given under "Commercial Intelligence" page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT RESERVE.	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE DIVIDEND AT PRESENT QUOTATION BASED ON LAST YEAR'S DIV.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation Do.	80,000 40,000	\$125 \$125	\$125 \$125	\$1,000,000 \$1,150,000	\$1,797,167	{ \$1.15/- for 1-year ending 30.6.07 @ ex } 2/2 3/16 - \$16.04	5 %	\$645 ex new is. \$490 new issue London 477.15 ex new issue London 460.10 n. issue first call
National Bank of China, Limited	99,925	£7	£6	{ \$12,735 \$300,000 }	\$71,293	\$2 (London 3/6) for 1903	...	\$51
MARINE INSURANCES.								
Canton Insurance Office, Limited	10,000	£250	\$50	{ \$1,075,000 \$100,000 }	\$733,638	\$20 for 1905	7 1/2 %	\$270
North China Insurance Company, Limited	10,000	£15	£5	{ \$1,100,000 \$100,000 }	Tls. 185,329	{ Interim of 7/6 for account 1906 @ ex } 2/10 11, 16 per cent	6 %	Tls. 75 buyers
Union Insurance Society of Canton, Limited	2,400	£250	\$100	{ \$3,000,000 \$700,000 }	\$1,460,410	{ Final of \$12 making \$42 for 1905 and } Interim of \$30 for 1906	5 1/2 %	\$765
Yangtze Insurance Association, Limited	8,000	\$100	\$60	{ \$3,000,000 \$700,000 }	\$461,107	\$1 for 1-year ending 31.12. 5	7 %	\$170 sellers
FIRE INSURANCES.								
China Fire Insurance Company, Limited	20,000	\$100	\$20	{ \$1,000,000 \$200,000 }	\$320,980	\$6 and bonus \$2 for 1905	9 1/2 %	\$86 sales
Hongkong Fire Insurance Company, Limited	8,000	£250	\$50	{ \$1,350,483 \$1,000,000 }	\$435,336	\$40 for 1905	13 %	\$310
SHIPPING.								
China and Manila Steamship Company, Limited	10,000	\$25	\$25	{ \$7,000 \$264,638 }	\$305	\$1 for 1906	6 1/2 %	\$15 buyers
Douglas Steamship Company, Limited	10,000	\$50	\$50	{ \$26,988 \$250,000 }	Nil.	\$4 for year ending 30.6.07	10 1/2 %	\$37 ex div.
Hongkong, Canton & Macan Steamboat Co., Ltd.	20,000	\$15	\$15	{ \$250,000 \$86,989 }	\$27,101	\$1 for 1st half-year ending 30.6.07	7 1/2 %	\$28
Indo-China Steam Navigation Co., Ltd. (Preferred)	60,000	£5	£5	{ \$60,000 \$270,000 }	£3,694	\$1 for 1906 @ ex 2/2 - \$7.24 per share	3 1/2 %	{ \$24 \$39 }
Shanghai Tug and Lighter Company, Limited	100,000	Tls. 50	Tls. 50	{ Tls. 54,372 \$400,000 }	Tls. 13,327	Interim of Tls. 1 1/2 for account 1907	11 1/2 %	{ Tls. 47 1/2 sellers Tls. 48 1/2 buyers }
"Shell" Transport and Trading Company, Limited	1,000,000	£1	£1	{ £1,871 \$5,000 }	172,370	Interim of 1/- (Coupon No. 3 for a/c 1907	4 1/2 %	44/-
"Star" Ferry Company, Limited	10,000	\$10	\$5	{ \$2,957 Tls. 98,000 }	\$137	{ \$1.00 \$0.50 } for year ending 30.6.1907	{ 5 % 5 % }	\$20 buyers \$10 buyers
Taku Tug and Lighter Company, Limited	10,000	Tls. 50	Tls. 50	{ Tls. 419,479 Tls. 62,000 }	18,730	Final of Tls. 2 making Tls. 6 for 1906	12 1/2 %	Tls. 48 sales
REFINERIES.								
China Sugar Refining Company, Limited	20,000	\$100	\$100	{ \$450,000 none }	\$9,218	\$8 for year ending 31.12.06	8 1/2 %	\$98
Luzon Sugar Refining Company, Limited	7,000	\$100	\$100	{ none Tls. 100,000 }	Tls. 8,935	\$3 for 1907	11 %	\$21
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	{ none Tls. 100,000 }	Tls. 8,935	Tls. 4 (8 %) for year ending 31.8.06	4 1/2 %	Tls. 87 1/2 sales
MINING.								
Chinese Engineering and Mining Company, Ltd.	100,000	£1	£1	{ £110,000 £25,011 }	£12,516	Interim of 1/6 for a/c year ending 28.2.07	4 %	Tls. 15.80 b.
Repub Australian Gold Mining Company, Limited	50,000	£1	£1	{ £4,873 £1,000 }	£12,358	No. 12 of 1/- = 48 cents	...	\$8 1/2 sales
DOCKS, WHARVES & GODOWNS.								
Fenwick (Goo.) & Co., Limited	18,000	£25	£25	{ \$64,124 \$10,000 }	\$10,335	\$1.75 for year ending 31.12.06	10 1/2 %	\$17
Hongkong & Kowloon Wharf and Godown Co., Ltd.	10,000	\$50	\$50	{ \$10,000 \$23,752 }	\$3,047	Interim of \$2 for six months ending June 30th 1907	6 %	\$67 1/2
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	{ \$100,000 \$50,000 }	\$491,580	\$4 for 1st half-year ending June 30th, 1907	8 %	\$100 buyers
Shanghai Dock and Engineering Co., Ltd.	25,700	Tls. 100	Tls. 100	{ Tls. 1,000,000 Tls. 100,000 }	Tls. 10,459	Tls. 3 for year ending 30th April 1907	4 %	Tls. 78
Shanghai and Hongkong Wharf Company, Limited	50,000	Tls. 100	Tls. 100	{ Tls. 1,000,000 Tls. 75,000 }	Tls. 23,117	Interim of Tls. 8 for account 1907	8 %	Tls. 2 1/2 sellers
LANDS, HOTELS & BUILDINGS.								
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	{ Tls. 15,000 \$30,000 }	Tls. 3,388	Tls. 6 for 14 months ending 28.2.07	6 %	Tls. 103
Astor House Hotel Company, Limited (Shanghai)	10,000	\$25	\$25	{ \$30,000 \$1,178 }	\$10,908	\$2 1/2 for year ending 30.6.07	9 1/2 %	\$23 buyers
Central Stores, Limited	50,123	\$15	\$15	{ \$1,000 \$64,975 }	19,178	\$1.80 for 1906	13 %	\$33 1/2
Hongkong Hotel Company, Limited	12,000	\$50	\$50	{ \$30,000 \$26,075 }	\$10,925	\$4 for 1st half-year ending 30.6.07	10 %	\$100
Hongkong Land Investment and Agency Co., Ltd.	10,000	\$100	\$100	{ \$250,000 \$208,386 }	\$56,218	Interim of \$3 1/2 for half year ending 30.6.07	7 1/2 %	\$96
Humphreys Estate & Finance Company, Limited	10,000	\$10	\$10	{ \$50,000 none }	\$11,567	80 cents for 1906	7 1/2 %	\$10 1/2
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	{ none Tls. 80,000 }	\$1,089	\$2 1/2 for 1906	7 %	\$36
Shanghai Land Investment Company, Limited	78,000	Tls. 10	Tls. 10	{ Tls. 80,000 Tls. 170,000 }	Tls. 61,978	Interim of Tls. 3 for account 1907	7 1/2 %	Tls. 101 sellers
West Point Building Company, Limited	12,500	\$50	\$50	{ none Tls. 170,000 }	\$1,519	Interim of \$2 for half year ending June 30th	8 1/2 %	74/-
COTTON MILLS.								
Ewo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	{ Tls. 150,000 Tls. 45,939 }	Tls. 64,986	Tls. 10 for year ended 31.10.1906	15 1/2 %	Tls. 63 sellers
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	{ \$50,000 \$63,000 }	\$14,769	50 cents for year ending 31.7.07	4 1/2 %	\$10 1/2
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	{ Tls. 150,000 none }	Tls. 36,211	Tls. 6 for year ended 30.9.06 (8 %)	11 1/2 %	Tls. 53
Laon-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	{ none Tls. 28,357 }	Tls. 31,469	Tls. 8 for 1906	8 1/2 %	Tls. 90 sellers
Soy Chee Cotton Spinning Company, Limited	7,000	Tls. 500	Tls. 500	{ Tls. 28,357 Tls. 27,003 }	Tls. 50,663	Tls. 50 for 1906	17 1/2 %	Tls. 28 1/2 sales
MISCELLANEOUS.								
Bell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	{ £1,499 19,000 }	£638	1/3 per share for 1906	9 %	16 1/2
Campbell, Moore & Co., Limited	1,200	\$10	\$10	{ none 19,000 }	1653	\$3 for 1905	...	\$20 sellers
China Borneo Company, Limited	10,000	\$12	\$12	{ none \$1,000 }	Nil.	\$1 for 1904	...	\$9 1/2
China Flour Mill Co., Limited	4,000	Tls. 50	Tls. 50	{ Tls. 50,000 Tls. 10,000 }	Tls. 889	Final of Tls. 5 making Tls. 10 for 1905	...	Tls. 55 sales
China Light and Power Company, Limited	10,000	\$10	\$10	{ none Tls. 10,000 }	125,000	60 cents for year ended 28.2.06	...	16 buyers
China Do. special shares	10,000	\$1	\$1	{ none Tls. 10,000 }	125,000	80 cents for 1906	9 %	\$9
China Provident Loan & Mortgage Company, Ltd.	100,000	\$10	\$10	{ \$115,000 \$50,000 }	\$2,555	\$1.30 for year ending 31.7.1906	7 1/2 %	\$18
Dairy Farm Company, Limited	25,000	\$7 1/2	\$6	{ \$115,000 \$50,000 }	\$11,804	Interim of 50 cents per share for a/c 1907	9 %	\$11 1/2
Green Island Cement Company, Limited	400,000	\$10	\$10	{ \$115,000 \$50,000 }	\$11,804	\$2 1/2 for year ending 28.2.07	11 1/2 %	\$20 buyers
Hall & Holt, Limited	21,000	\$20	\$20	{ \$115,000 \$50,000 }	\$11,804	\$1 per share for year ending 28.2.07	7 1/2 %	\$14 buyers
Hongkong Electric Company, Limited	60,000	\$10	\$10	{ none \$505,000 }	\$2,953	Interim of \$4 for 1-year ending June 30th '07	9 1/2 %	\$240
Hongkong Ice Company, Limited	5,000	\$25	\$25	{ \$505,000 \$65,000 }	\$4,312	Interim of 80 cents per share for a/c 1907	8 %	\$25 buyers
Hongkong Rope Manufacturing Company, Ltd.	50,000	\$10	\$10	{ Tls. 547,300 Tls. 27,003 }	Tls. 10,374	{ Third interim of Tls. 7 1/2 making Tls. 22 1/2 } for a/c 1907	9 %	Tls. 330 buyers
Maatschappij tot Mijl. Bosch en Landbouw- producten in Lampedusa, Limited	25,000	Gs. 100	Gs. 100	{ Tls. 547,300 Tls. 27,003 }	Tls. 10,374	\$1 per sh. or period fr. 19th Oct. to 30th Apr. '07	8 1/2 %	\$12 buyers
Peak Tramways Company, Limited	25,000	\$10	\$10	{ none \$1,000 }	Dr. P. 34,324	None	...	\$5 buyers
Peak Tramways Company (new)	50,000	\$10	\$10	{ none \$1,000 }	Dr. P. 34,324	Interim of Tls. 3 1/2 for account 1907	7 1/2 %	Tls. 105 sales
Philippine Company, Limited	67,500	\$10	\$10	{ none \$1,000 }	Dr. P. 34,324	Tls. 4 for 1905	...	Tls. 35
Shanghai Gas Company, Limited	24,000	Tls. 50	Tls. 50	{ Tls. 100,000 Tls. 67,323 }	Tls. 7,990	Final of Tls. 5 and Tls. 10 for 1906	...	Tls. 17 1/2
Shanghai Hotel & Restaurant Co., Ltd.	5,400	Tls. 50	Tls. 50	{ Tls. 100,000 Tls. 67,323 }	Tls. 7,990	Interim of Tls. 5 for a/c 1907	8 1/2 %	Tls. 116 buyers
Shanghai Paper and Paper Company, Limited	4,500	Tls. 100	Tls. 100	{ Tls. 100,000 Tls. 67,323 }	Tls. 7,990	Interim of 15/- for account 1907	...	Tls. 310 buyers
Shanghai Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	{ Tls. 100,000 Tls. 67,323 }	Tls. 7,990	Interim of 11/3 for account 1907	...	Tls. 280 buyers
Shanghai Waterworks Company, Limited	8,175	£20	£20	{ Tls. 100,000 Tls. 67,323 }	Tls. 7,990	None	...	\$6
South China Morning Post, Limited	7,200	\$25	\$25	{ none \$1,000 }	Dr. 44,934	40 cents for year ending 31.5. 7	6 1/2 %	Tls. 97
Steam Laundry Company, Limited	20,000	\$5	\$5	{ none \$1,000 }	Dr. 44,934	Tls. 6 1/2 for year ending 30.4.07	...	\$12
Tientsin Waterworks Company, Limited	2,000	Tls. 100	Tls. 100	{ Tls. 15,000 Tls. 4,000 }	Tls. 201	First year	...	\$10
Union Waterboat Company, Limited	50,000	\$10	\$10	{ none \$1,000 }	\$349	80 cents on 9,000 ord. shares and 1908 on 100 Founders shares for yr. end. 31.5.07	8 %	\$10
United Amusement & Entertainment Agency, Limited	10,000	\$10	\$10	{ none \$1,000 }	\$349	Final of 40 cents per share making 80 cents for year ending 31.12.07	7 1/2 %	\$11 buyers
Watson, (A. S.) & Co., Limited	90,000	\$10	\$10	{ none \$1,000 }	\$349	Final of 30 cts. making 80 cts. for the year ended 30th June, 1906	10 %	\$8
William Powell, Limited	15,000	\$10	\$10	{ none \$1,000 }	\$349			

* These shares are entitled to half of the profits.

Mails.

MESSAGERIES MARITIMES
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The S.S. "NERA"

Captain Schmitt, will be despatched for MARSEILLES on TUESDAY, the 15th October, at 1 P.M.
Passage tickets and through Bills of Lading issued for above ports, and for Australia with prompt transshipment at Colombo.
Cargo also booked for principal places in Europe.

Next sailings will be as follows:
S.S. "FARRA" 19th Oct.
S.S. "ERNEST SIMONS" 24th Nov.
S.S. "TOURNAI" 10th Dec.
S.S. "TOURNAI" 24th Dec.
G. DE CHAMPEAUX, Agent.

THE AMERICAN AND ORIENTAL LINE.

FOR NEW YORK.
(With liberty to call at the Malabar Coast.)
THE Steamship

"HEADLEY" will be despatched for the above Port, on or about SATURDAY, the 19th October.
For Freight, apply to
ARNHOLD, KARBERG & Co., Agents.

Hongkong, 1st October, 1907. (10)

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Hongkong, 16th May, 1905.

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